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DIAGRAM INDICATES ROUTE OF LAI-CHEN BRANCH LINE -- Hong Kong, Ta-Kung Pao,  
26 Oct 50

According to a rough diagram in this paper, some of the points or stations through which the Lai-pin -- Chen-nan-kuan branch line is to pass are as follows: Lai-pin, Ta-ch'iao, Ssu-men, Li-t'ang, Kan-t'ang, Lu-chin, Ch'ang-t'ang, Nan-ning, Lung-t'ou, Fu-nan, Ch'ung-shan, Ming-chiang, Ning-ming, P'ing-hsiang, Chen-nan-kuan.

PROGRESS ON RAILWAY TO KUEI-YANG -- Hong Kong, Ta Kung Pao, 26 Oct 50

Kuei-yang -- On 15 September 1950, active work began on the 158 kilometer section between Tu-yun and Kuei-yang of the Hunan-Kwangsi-Kweichow railway. Surveying teams sent out by the Southwest Railway Bureau in May 1950 completed their work and returned to Kuei-yang about the end of August 1950. As a result of their recommendations, it has been decided to abandon the route across the Ku-hao Pass of the Yun-hsia mountains even though the driving of a 960-meter-long tunnel had been completed under the former regime. This route was considered unsuitable, and the cost of lining the tunnel after several years of weathering was estimated to be too expensive.

The new route chosen will pass the following points: Yen-t'ou-p'u, Pan-pien-chih, Tung-shan-p'ing, Lung-t'ien, and Ch'a-ho. The important points, where work has been started, are: The Tung-shan-p'ing tunnel, which will be 240 meters long, between Kuei-ting and Ma-chiang; the Wei-chia-chuang tunnel which will be 550 meters long in Kuei-ting Hsien the Wen-chiang-ssu tunnel, 444 meters long; the Weng-ch'eng Ho bridge in Kuei-ting Hsien; and the Po-shui bridge near Lung-li.

The 1950 work plans call for the completion of 240 meters of the Tung-shan-p'ing tunnel, 60 meters of the Wei-chia-chuang tunnel, 148 meters of the Wen-chiang-ssu tunnel, completion of the Po-shui bridge which was partially built, and for building up the stone piers for the Weng-ch'eng Ho bridge to a point above low-water level. The engineers are confident that these tasks can be accomplished by the end of 1950, because of the experience they have gained in rebuilding the highway bridges destroyed by the Chiang bandits.

RESTORATION OF CHINA RAILWAYS -- Bangkok, Ch'uan-min Pao, 1 Oct 50

This paper carries a diagram indicating progress made between 1 October 1948 and 30 September 1949 in the restoration of service on the full length of the various railway lines, or through service between points, not including those in operation previous to the earlier date nor those lines at present under repair or construction. The data on this diagram is as follows:

<u>Line</u>	<u>Date Service Restored</u>
Peiping-Suiyuan, to Pao-t'ou	17 Oct 1949
Lung-Hai line to Pao-chi	8 Nov 1949
Peiping -- Hankow	28 Dec 1949
Wu-ch'ang -- Canton	29 Dec 1949
Shanghai -- Canton	5 Jan 1950
Peiping -- Tientsin, double tracked	28 Jan 1950
Canton -- Shan-ch'uan	13 Jun 1950
Chekiang -- Kiangsi	30 Jun 1950
Heng-yang -- Kuei-lin	1 Jul 1950

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SHANGHAI BUREAU STREAMLINES MAINTENANCE -- Shanghai, Hsin-wen Jih-pao,  
10 Sep 50

Shanghai -- The Shanghai Railway Bureau, after a successful trial period, has adopted the streamlined method of work for railway maintenance, which was first introduced by Soviet railway specialists in March 1949 at Huang-ku-t'un, in the Northeast, and later used by the Tienstin Railway Bureau.

The essence of the method is the complete and detailed planning in advance of all aspects of the work to be done, including materials, tools, methods, amount and kind of skilled and unskilled labor, followed by close supervision and adherence to the plans. As a result, efficiency has been increased by 50 percent and other substantial economies have been realized. The Shanghai Railway Bureau intends to employ this streamlined method on all the lines under its control.

PERMANENT REPAIRS TO BRIDGES -- Hankow, Ch'ang-chiang Jih-pao, 28 Jul 50

Peiping, 24 July (Hsin-hua) -- Permanent repairs on a total of 795 bridges on the Peiping -- Hankow, Canton -- Wu-ch'ang, and the Lung-Hai Railways, and on the north section of the T'ung-P'u Railway, have been finished ahead of the high-water season. This completes in a half year all of the important bridge repair work scheduled for the whole of 1950. This work not yet completed pertains only to small bridges.

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